

that when we look at the numbers of applications that will be coming in, I have to tell you that there will not be nearly enough resources to do them all. I hope that, in the fullness of time, we will be able to get a better allocation for mass transit generally. I think we are being very, very myopic as it relates to the manner in which we are allocating resources nationwide. It is easy to put money in and justify for highways. It has a very strong base of support. That is undeniable. But something that is even more important, or equally as important, is when we look at our major urban centers throughout this country, we are going to begin to find in those fast-developing areas in the South and far West, as people migrate, you are going to have incredible problems, whether it be in Atlanta, Denver, Memphis, et cetera. As these areas build and develop, we are going to want to be able to move these people. Unless we provide the resources, it's not going to happen. So we have had a rather unbalanced—I think the last time we provided any moneys was in the legislation that I authored, and I had a tremendous battle, back in 1982. I authorized 1 penny out of the nickel to be set aside from gasoline for mass transit.

Let me say this to you. If it sounds like I am self-aggrandizing, I don't mean to. But, thank God, we were able to get those moneys set aside. I have heard more people complaining about that. What a myopic view. Where would some of the systems in their States be? They have come on rather recently, and they have applications for more, and I am talking about large States that have to move large numbers of people. Their representatives are complaining about that 1 penny set-aside. Well, what would you have then in terms of any type of new start or mass transportation? We would not be having this debate and we would not be having a mass transit bill.

Some people say, oh, we don't care, we don't need it, we don't want it. That is a rather narrow-minded point of view. So I have to say, thank God, we are at this point where at least we have limited resources that have been provided as a result of the 1 penny set-aside as opposed to no resources that we would have. We would not have any. So maybe we are lucky that the Senator, at this point in time, can come to the floor and say, "Listen, we want a better allocation on that." I don't fault him for that. I think he has real merit in his position of saying, "There is this need, so can't we do better?" I say to the Senator that I want to try to do better under these. I hope we can come to the floor some day, sooner rather than later, because the expressed, absolute need—by the way, we save lives. When you get people out of the automobiles in congested areas where sometimes they are stuck 30 minutes when coming through a bridge or tunnel, whatever, and put them on a modern system that moves them back and

forth, you take out tons and tons of pollution.

We have one project that we are looking at in terms of removing 1 million trucks a year off of the roads between New York and New Jersey. It is a tunnel project. It is not part of this bill. They estimate that we will be able, as a result of this one tunnel, to save in the New York City region 3,000 lives annually—3,000 people who otherwise would be dying. That is not to talk about the incredible hospital costs that go into it, the hundreds of millions of dollars in terms of asthmatics, et cetera. That is just one little project.

We are talking about another one for moving 100,000 people a day who now have to make a cross-town transfer. They come into New York City on one side of the city and then have to transfer and go all the way over to the other side to get to their job, and then come all the way over again. They are talking about eliminating 12,000 taxicab rides a day. They are talking about saving \$900 a year for 100,000 people who have to pay then to go back and forth. In terms of hours, it's about an hour a day for each one of these 100,000 people. So the man-hours can be saved.

The pollution that would result will be cut down, and the quality of life will be enhanced. These are the kinds of things that can and should be available to us. There is an underlying problem in this bill—a big one: we don't provide sufficient resources. We can't, unfortunately. There are the budget constraints. So, I think we all have to recognize that there has to be a little give and take on this thing. This is not going to be good for us if we have to make changes in terms of a parochial sense to take less. I think the Senator from Maryland stated it well. We get back a smaller percentage as it relates to the highway that we received previously. But we had to recognize that there are expanding areas and they need some money. I am willing to recognize that here. But I need some help in arriving at that, because there is an underlying deficiency. I might say to those colleagues who are going to say we need more, then help us and support us when it comes to providing additional resources for all of mass transit, so that we can see that rural America and urban America are not in conflict and we can make those needs.

Right now, our job becomes impossible to meet all of the needs, due to the lack of resources. That is a fact. And were it not for the incredible work of the Budget Committee, and particularly Senator DOMENICI, in finding available resources, we would not even be at this point, and the inequity and problems would be even greater.

So I thank my colleague, Senator SARBANES. Again, I want to commend the Senator from Colorado for coming forth in a way, hopefully, that will provide additional resources to the people not only in this region but in like regions throughout the country.

I yield the floor.

The PRESIDING OFFICER. The Senator from Minnesota.

Mr. WELLSTONE. I wonder if I may have 10 minutes to speak out of order.

Mr. D'AMATO. I have no objection.

(The remarks of Mr. WELLSTONE pertaining to the submission of S. Con. Res. 82 are located in today's RECORD under "Submission of concurrent and Senate Resolutions.")

Mr. WELLSTONE. Mr. President, I ask unanimous consent that I be able to move on and talk about one related matter for 5 additional minutes.

The PRESIDING OFFICER. Without objection, it is so ordered.

#### TIBETAN UPRISING DAY

Mr. WELLSTONE. Mr. President, today is the 39th anniversary of the Tibetan Uprising Day. On March 10, 1959, the Tibetans instigated a massive uprising against the Chinese in Lhasa, the Tibetan capital. It was ruthlessly suppressed by military force. An estimated 80,000 Tibetans were killed, and the Dalai Lama was forced to flee, seeking refuge in India. Every year, on March 10, the Tibetans in exile gather to commemorate the anniversary of this unfortunate day and to protest the continued occupation of Tibet.

Mr. President, there are demonstrations all across the country which commemorate this day, March 10, 1959. And I would like to bring to the attention of my colleagues the meaning of today to the people in Tibet and to make a linkage to what we are doing on the floor—again, with Senator MACK from Florida, with Senator HUTCHINSON from Arkansas, with Senator FEINGOLD from Wisconsin.

By the end of this week, because of the personal commitment of the majority leader, we will have an up-or-down vote on a resolution, or an amendment to a bill, which will call on the President to put the full force of the United States authority behind the resolution which will be critical of or condemn human rights violations in China before the International Commission on Human Rights, which is going to start meeting on March 16.

I have a letter which was translated into English—but I am going to keep this forever, because I think it is such a great thing—from Wei Jingsheng, which he wrote out in my office on Friday. This is an appeal by Wei, who spent 18 years in prison and had the courage to stand up for what he believes in. He will be nominated for the Nobel Peace Prize.

This is the request to the U.S. Senate to please go on record this week, before the International Commission on Human Rights meets, strongly behind a resolution calling on the President to do what the President has promised to do, calling on the administration to do what they promised to do, which is to move forward on a resolution at this Human Rights Commission in Geneva which will be critical of, or condemn,